APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

CB 11F

SUBDIVISION: City of Norwood **CODE#** 061- 57386

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 09 / 20 / 01

CONTACT: Victor Schneider **PHONE #** (513) 458-4506

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 458-4504 **E-MAIL**

PROJECT NAME: Montgomery Road (SR 22-3) Rehabilitation

SUBDIVISION TYPE
(Check only 1)
__1. County
X 2. City
__3. Township
__4. Village
__5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
~~X 1. Grant $ 371,200.00~~
X 2. Loan $ ~~371,200.00~~ 742,400
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
X 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $ 742,400.00 **FUNDING REQUESTED:** $ 742,400.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER
2001 SEP 21 PM 2:16

GRANT:$_____ **LOAN ASSISTANCE:**$_____
SCIP LOAN: $ 742,400 **RATE:** 0 % **TERM:** 20 yrs.
RLP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.

(Check only 1)
✓ State Capital Improvement Program
__Local Transportation Improvements Program
__Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUN SCIP
Loan Interest Rat LOAN
Loan Term: ____
Maturity Date: ____
Date Approved: ____
SCIP Loan _____ (2)

1.0 PROJECT FINANCIAL INFORMATION

1.1	PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.)	Basic Engineering Services:		$_____.00	_____
	Preliminary Design	$_____. 00		
	Final Design	$_____. 00		
	Bidding	$_____. 00		
	Construction Phase	$_____. 00		
	Additional Engineering Services *Identify services and costs below.		$_____.00	_____
b.)	Acquisition Expenses: Land and/or Right-of-Way		$_____.00	_____
c.)	Construction Costs:		$ 674,000.00	_____
d.)	Equipment Purchased Directly:		$_____.00	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ 1,000.00	
f.)	Construction Contingencies:		$ 67,400.00	
g.)	TOTAL ESTIMATED COSTS:		$ 742,400.00	

*List Additional Engineering Services here:

Service: Cost:

1.2 **PROJECT FINANCIAL RESOURCES:**
(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ .00	
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER M.R.F.	$ .00	
	SUBTOTAL LOCAL RESOURCES:	$ .00	
d.)	OPWC Funds		
	1. Grant	$ ~~371,200.00~~	~~50~~
	2. Loan	$ ~~371,200.00~~ 742,400	~~50~~ 100
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 742,400.00	100
e.)	TOTAL FINANCIAL RESOURCES:	$ 742,400.00	100%

1.3 **AVAILABILITY OF LOCAL FUNDS:**

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ **Sale Date:** _____
STATUS: (Check one)
Traditional _____
Local Planning Agency (LPA) _____
State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Montgomery Road (SR 22-3) Resurfacing

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

City of Norwood – Hamilton County
Montgomery Road – From southern Corp. line north to Wanda Avenue
(See attached map)

PROJECT ZIP CODE: 45212

B: PROJECT COMPONENTS:

1. Remove existing ashpalt surface
2. Partial and full depth repair of pavement and joints
3. Remove and replace catch basins
4. Curb repair/replacement
5. Adjust manholes/catch basins to grade
6. Install handicap accessible curb ramps
7. Resurface with asphaltic concrete
8. Pavement striping

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The project is 4,000 feet and the existing width will be maintained.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Montgomery Road allows for two lanes of traffic both north and south bound. There is not an expected increase in traffic volume and vehicle size or weight on a daily basis. There will be increased traffic volumes on approximately 25 days per year in relation to events held at Xavier University's Cintas Center. The Cintas Center is located west of Montgomery Road on Cleneay Avenue and is Xavier new convention center and arena. Estimated traffic on Montgomery Road during sold out events has been attached.

Road or Bridge: Current ADT 21,160 Year: 1994 Projected ADT: _____ Year: ____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $_____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	**$ 742,400.00**
TOTAL PORTION OF PROJECT NEW/EXPANSION	**$ 0.00**

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	**7/26/98**	**7 /26/98**
4.2	**Bid Advertisement and Award:**	**1/10/03**	**3/10/03**
4.3	**Construction:**	**5/01/03**	**9/10/03**
4.4	**Right-of-Way/Land Acquisition:**	**/ /**	**/ /**

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	Victor Schneider
	TITLE	Director of Public Service
	STREET	4645 Montgomery Road
	CITY/ZIP	Norwood, Ohio 45212
	PHONE	(513) 458 - 4506
	FAX	(513) 458 - 4504
	E-MAIL	jcameron_norwood@fuse.net
5.2	CHIEF FINANCIAL OFFICER	Donnie R. Jones
	TITLE	Auditor
	STREET	4645 Montgomery Road
	CITY/ZIP	Norwood, Ohio 45212
	PHONE	(513) 458 - 4570
	FAX	(513) 458 - 4571
	E-MAIL	norwood@infinet.com
5.3	PROJECT MANAGER	Jeff Klima
	TITLE	Project Coordinator
	STREET	4645 Montgomery Road
	CITY/ZIP	Norwood, Ohio 45212
	PHONE	(513) 458 - 4545
	FAX	(513) 458 - 4546
	E-MAIL	jcameron_norwood@fuse.net

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[n/a] **A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.**

[X] **A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.**

[n/a] **A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.**

[X] **A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature. subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.**

[n/a] **Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.**

[X] **Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)**

[X] **Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.**

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Victor Schneider, Director of Public Service
Certifying Representative (Type or Print Name and Title)

Victor Schneider 9/21/01
Signature/Date Signed

PROJECT: MONTGOMERY ROAD PHASE II REHABILITATION
ENG. EST.: $741,400.00

ENGINEER'S ESTIMATE

DESCRIPTION	UNIT	QUANT	UNIT	TOTAL
CURB REMOVED	LF	9,000	$ 6.00	$ 54,000.00
FULL DEPTH PAVEMENT REPAIR	SY	3,000	$ 50.00	$ 150,000.00
402 ASPHALT CONCRETE, AC-20	CY	1,200	$ 95.00	$ 114,000.00
404 ASPHALT CONCRETE, AC-20	CY	1,200	$ 95.00	$ 114,000.00
CONCRETE CONDUIT, TYPE B	LF	750	$ 35.00	$ 26,250.00
CATCH BASIN, TYPE 3	EA	30	$ 2,000.00	$ 60,000.00
CONCRETE WALK, 5"	SF	2,000	$ 4.00	$ 8,000.00
CURB RAMPS	EA	10	$ 500.00	$ 5,000.00
CONCRETE CURBS	LF	9000	$ 12.00	$ 108,000.00
MAINTAINING TRAFFIC	LS	1	$ 13,000.00	$ 13,000.00
SEEDING & MULCHING	SY	500	$ 3.00	$ 1,500.00
UTILITY RELOCATION	LS	1	$ 10,250.00	$ 10,250.00
PAVEMENT MARKINGS	LS	1	$ 10,000.00	$ 10,000.00
CONTINGENCIES	LS	1	$ 67,400.00	$ 67,400.00
			TOTAL ESTIMATED COST	$ 741,400.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THIS PROJECT IS 30 YEARS.

DANIEL W. SCHOSTER, P.E.

STATE OF OHIO
DANIEL
W.
SCHOSTER
E-56514
REGISTERED
PROFESSIONAL ENGINEER

Donnie R. Jones, CPA
City Auditor

Janet Kennedy
Deputy Auditor

4645 Montgomery Road
Norwood, Ohio 45212
Ph. 513-458-4570
Fax 513-458-4571

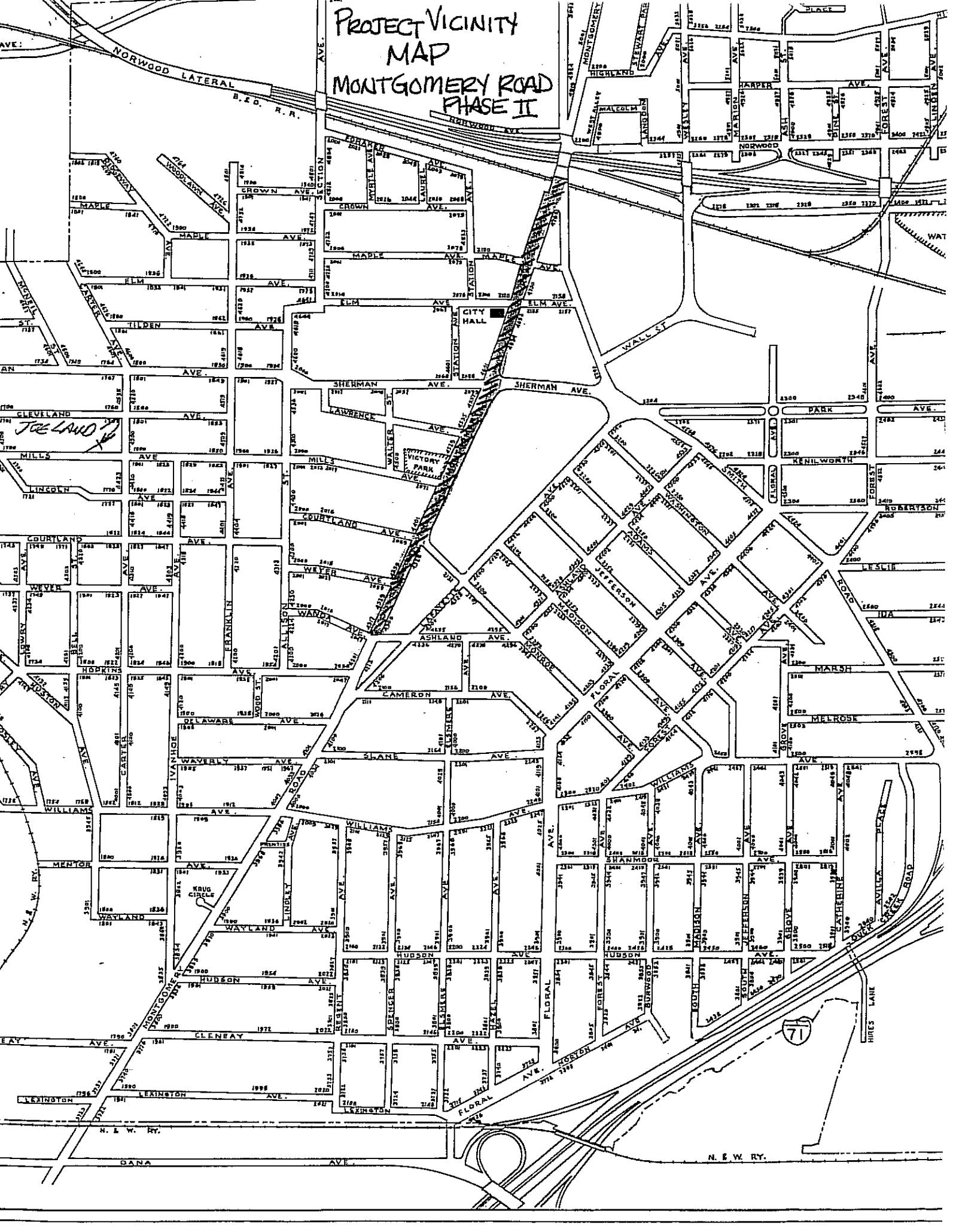
December 13, 2001

To Whom It May Concern:

I, Donnie R. Jones, Auditor, of the City of Norwood, hereby certify that the City of Norwood will use the Street Maintenance and Repair Fund, Permissive Tax Fund, and/or other Funds as authorized by Norwood City Council to repay the interest free loan for the Norwood Montgomery Road (sr22-3) Rehabilitation Project pending full approval by the City of Norwood Council and Administration and the Ohio Public Works Commission.

Donnie R. Jones

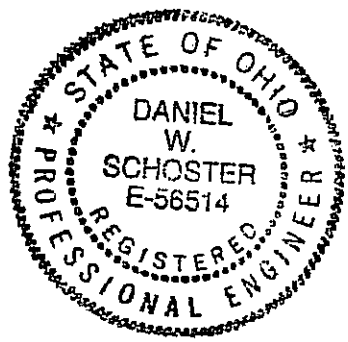
PROJECT VICINITY MAP
MONTGOMERY ROAD PHASE II



CERTIFICATION OF TRAFFIC COUNTS

I hereby certify that the traffic counts included in this application are correct and accurate to the best of my knowledge.

Daniel W. Schoster, P.E.



Department of Roads Maintenance
Pavement Management System

09/19/94

Condition Rating Form

Road Section: 500.00 | State Route: | Survey Date: 09/19/94

Name: MONTGOMERY ROAD | Jurisdiction: City

From: SOUTH CORP | Length: 2500.00 ft

To: WILLIAMS | Area: 13888.89 yd²

Ride Quality Index(RQI): 1 | % Curb Deterioration: 0

Maintenance Index(MI): 4 | Maintenance Factor(MF): 1.4

Classification: Main | Class Factor(FC): 1.2

Average Daily Traffic(ADT): 0 | Traffic Factor(TF): 10

Transit/Bus Route: No | Transit Factor(TR): 1.0

Pavement Type: Composite | Unit Cost: $13.00

Distress Type	Severity	Category	Extent	Deduction
Swell	0		0	0
Bond Loss	0		0	0
> Reflective Cracking	1	1	3	10
> Slippage Cracking	2	2	2	20
> Weathering & Ravelling	2	1	4	15
> Patch Deterioration	2	1	2	10
	0		0	0
	0		0	0
Cracks:	0		0	0
Rated By:				

Pavement Condition Index(PCI): 45 | Strategy: D

Priority Index(PI): 0.37 | Cost: $180558.57

Legend

RQI: 0 = Worst 5 = Best

MI/MF: 0 = Least Needed 5 = Most Needed MF = 1+(MI/10)

Severity: 0 = None 1 = Low 2 = Moderate 3 = High

Category: 1 = Surface Related 2 = Structural Related

Extent: 0 = None 1 = 1-5% 2 = 6-25% 3 = 26-50% 4 = 51-100%

Strategy/ Unit Cost: A1= No Maintenance/$0.00; A = Routine Maintenance/$0.30; B = Periodic Maintenance/$0.43; C = Deferred Action/$0.10; D = Rehabilitation/$13.00; E = Reconstruction/$68.00

PCI = 100 - Sum(deduct values) PCI = 1 if zero

PI = 1/PCI * TR * TF * FC * MF

Cost = Unit Cost * Area

Volume Count Report

Location ..... Montgomery North of Cleneay (Norwood)
Location Code 930
County ..... City of Norwood
Recorder Set 08/18/94 11:24
Recording Start ... 08/18/94 12:00
Recording End 08/19/94 12:00
Sample Time ..... 15 Minutes
Operator Number ... 2
Machine Number 21
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Thursday 08/18/94 Channel: 1 Direction: N

1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	Totals
696	686	656	858	925	1036	709	553	452	418	356	213	135	110	61	29	45	94	254	449	567	538	650	834	11322
176	177	137	207	222	286	177	148	115	105	95	67	49	35	14	12	10	16	39	108	158	136	160	176	
151	162	166	223	227	262	185	134	135	109	91	58	28	26	24	3	10	21	73	123	165	153	163	193	
186	180	175	193	242	264	186	160	99	112	88	46	24	28	12	7	15	21	63	101	105	117	153	235	
183	167	178	235	234	224	161	111	103	92	82	42	32	21	11	7	10	36	79	117	139	132	174	230	

Peak Hour ..... 11:00 to 12:00 (834 vehicles)
AM Peak Hour Factor 88.7%
PM Peak Hour ..... 16:45 to 17:45 (1046 vehicles)
PM Peak Hour Factor 91.4%

Volume Count Report

Location ..... Montgomery North of Cleneay (Norwood)
Location Code 930
County ..... City of Norwood
Recorder Set 08/18/94 11:20
Recording Start ... 08/18/94 12:00
Recording End 08/19/94 12:00
Sample Time ..... 15 Minutes
Operator Number ... 2
Machine Number 46
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Thursday 08/18/94 Channel: 1 Direction: S

1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	Totals
661	589	644	697	704	767	582	464	411	438	307	211	121	97	83	41	33	85	251	492	558	472	519	611	9838
163	160	165	182	181	225	155	124	122	124	89	54	27	28	18	20	5	19	46	90	128	120	104	131	
166	145	166	161	172	176	147	113	91	91	72	51	33	25	26	8	7	9	54	102	156	101	136	136	
167	146	166	169	189	192	168	112	102	127	77	65	36	24	19	10	13	31	55	155	146	125	142	164	
165	138	147	185	162	174	112	115	96	96	69	41	25	20	20	3	8	26	96	145	128	126	137	180	

Peak Hour ..... 11:00 to 12:00 (611 vehicles)
AM Peak Hour Factor 84.9%
PM Peak Hour ..... 17:00 to 18:00 (767 vehicles)
PM Peak Hour Factor 85.2%

ADDITIONAL SUPPORT INFORMATION

For Program Year 2002 (July 1, 2002 through June 30, 2003), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The existing roadway is in need of repair for the roadway, concrete curbs, concrete islands, storm inlets and driveway approaches. The present surface has numerous base failures causing an uneven and rough riding surface. Potholes and deteriorated curbs are evident. Partial and full depth repair of pavement and joints are required to fix problem. The pavement is in poor condition.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Montgomery Road is the main thoroughfare through the City of Norwood. Many businesses are located on this state route and it is the main emergency services route for the neighborhoods in the project vicinity. The project area is a route for Metro bus service and for motorists coming to and going through the City of Norwood. The condition of the road can be hazardous for any person driving due to the extreme condition of the failures and deterioration. Also, Montgomery Road will supports event traffic relating to Xavier University's Cintas Center. A less than adequate roadway will cause drivers to use residential streets in lieu of remaining on Montgomery Road which will greatly impact the welfare of residents along the affected streets.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Montgomery Road

Priority 2 Elm Avenue Storm Sewer

Priority 3 Williams Avenue

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

This section of Montgomery Road includes our Central Business District. This entails a variety of large and small businesses. There are also a great deal of industrial companies who rely on Montgomery Road for service to and from the interstate. This project will directly impact the following areas: 1) Convergys – Currently Convergys, our largest office tenant, is considering merging all of their locations in the nation at one site. It is the City of Norwood's desire to have that be in Norwood. The condition of Montgomery Road along their frontage has been a constant complaint from Convergys. 2) Surrey Square Mall/Central Parke/Central Business District – these areas comprise the downtown area of the City of Norwood which are all accessible by this stretch of Montgomery Road. This stretch of Montgomery Road has a great potential for development. This development could be a re-development of existing retail, expansion of existing office or re-development of deteriorated stores in the block of Montgomery between Sherman Ave. & Elm Ave.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

_____

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

Any improvements to Montgomery Road will encourage drivers to continue on Montgomery Road and not utilize neighborhood streets as a short cut. This is especially important in the near future when Montgomery Road will be a main roadway used to access Xavier University's Cintas Center. Current conditions on Montgomery Road make it difficult to travel sections in need of repair. This project will help to alleviate these conditions.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

_____

_____

_____

10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 6

a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____

b.) Are detailed construction plans completed? Yes X No _____ N/A _____

c.) Are all utility coordination's completed? Yes _____ No X N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

_____

_____

_____

e.) Give an estimate of time needed to complete any item above not yet completed. 1 months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

As stated above, Montgomery Road (SR 22-3)is the main thoroughfare used for emergency service vehicles, motorists travelling to and through the City of Norwood and will have a significant impact on the City of Norwood during events at Xavier University's Cintas Center. Montgomery Road leads to the Norwood Lateral (SR 562) and I-71 and I-75. The roadway is an important business corridor for both industry and residents. Montgomery Road leads to most residential neighborhoods in Norwood and connects to Cincinnati, Silverton, Madeira and Montgomery, Evanston, Avondale and Walnut Hills.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 21,160 X 1.20 = 25,392 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional $5.00 License Tax X

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? XX YES _____ NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

SCIP/LTIP PROGRAM
ROUND 16 - PROGRAM YEAR 2002
PROJECT SELECTION CRITERIA
JULY 1, 2002 TO JUNE 30, 2003

NAME OF APPLICANT: Norwood

NAME OF PROJECT: Montgomery Road Rehab

RATING TEAM: 2

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

CIRCLE THE APPROPRIATE RATING

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

25 - Failed
23 - Critical
20 - Very Poor
(17) - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

While overall condition not poor, extensive shoving + rutting near intersections warrant 17 pts.

Appeal Score ______

2) **How important is the project to the *safety* of the Public and the citizens of the District and/or service area?**

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
(0) - No measurable impact

Appeal Score ______

3) **How important is the project to the *health* of the Public and the citizens of the District and/or service area?**

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
(0) - No measurable impact

Appeal Score ______

4) **Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

(25) - First priority project
20 - Second priority project
15 Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score ______

5) **Will the completed project generate user fees or assessments?**

(10) - No
0 – Yes

Appeal Score ______

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment
7 - The project will directly secure new employment
5 – The project will secure new employment
3 – The project will permit more development
0 – The project will not impact development

Appeal Score _____

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

50% GRANT
50% LOAN
NO LOCAL PARTICIPATION FOR GRANT?

8) Matching Funds - OTHER

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

Appeal Score _____

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 - Will be under contract by December 31, 2002 and no delinquent projects in Rounds 13 & 14
3 - Will be under contract by March 31, 2003 and/or one delinquent project in Rounds 13 & 14
0 - Will not be under contract by March 31, 2003 and/or more than one delinquent project in Rounds 13 & 14

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact
8 -
6 - Moderate impact
4 -
2 - Minimal or no impact

INTERCHANGE W/ NORTHWOOD LATERAL

Appeal Score _____

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed — Appeal Score
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand _____
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more — Appeal Score
8 - 12,000 to 15,999
6 - 8,000 to 11,999 _____
4 - 4,000 to 7,999
2 - 3,999 and under

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above — Appeal Score
3 - One of the above
0 - None of the above _____

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.**

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.**

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.
Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes
Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.